depend upon a number of factors *viz.* type of soil, class of roads, traffic, design life, size of project, availability of materials and requisite equipments etc. The cost of cement road is about 15—20% more than bituminous road. Cement concrete road has longer design life of 20—30 years in comparison to bituminous road designed for 10—15 Years.

(b) No study has been conducted for savings in fuel on concrete roads in comparison to bituminous roads.

(c) No, Sir.

(d) Does not arise.

Maintenance and Development of Highways

†4636.SHRI P.K. MAHESHWARI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the amount of Central assistance allocated by Government to the State Governments during each year of the Ninth Five Year Plan for maintenance of roads and development of highways;

(b) the targets fixed by Government during the said period for this purpose;

(c) whether these targets have been achieved; and

(d) if not, the status of every State at present and the reasons for non-achievement of targets?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B.C. KHANDURI: (a) The Central Government is primarily responsible for development and maintenance of National Highways. The responsibility for development and maintenance of other roads are with the respective State Governments. Funds allocated to the State Governments during Ninth Plan Period for maintenance & development of National Highways are as under:—

†Original notice of the Question was received in Hindi.

(Rs. in crore)

Year	For Development	For	Maintenance
1997-1998	935.87		489.31
1998-1999	1094.59		543.84
1999-2000	1417.22		1111.26
2000-2001	1722.35		798.29
2001-2002	1713.04		730.52

(b) and (c) Physical targets and achievements during Ninth Five Year Plan are given in Statement-I. *{See* below)

(d) During 9th Plan the emphasis shifted on improvement of riding quality of National Highways. There was slight shortfall in the category of bypasses and major bridges. The State-wise status of bypasses and major bridges not completed is enclosed at Statement-II.

Statement-I

The Physical Targets and Achievement during the Ninth-Five Year Plan

SI. No.	Scheme/Project	Unit	Target	Achievement
1.	Widening to Two Lane	KM	2009	1991
2.	Widening to Four Lane	KM	318	349
3.	Strengthening of Existing Weak Two Lane	KM	3371	3507
4.	Bypasses	No	20	16
5.	Construction of Major Bridges	No	113	98
6.	Construction of Minor Bridges	No	342	352
7.	Improvement of Riding Quality	KM	0	2876
8.	Improvement of Low Grade Section	KM	742	770

Statement-II

Status of Maintenance and Development of Highways in each State

(A) List of Bypasses Targetted to be Completed in Ninth Plan, but not completed

SI. No.	State	Name of bypass	Reasons for non-completion
1.	Himachal Pradesh	Kullu bypass on NH 21	Delay due to non-completion of two major bridges of innovative type—Target March 2002.
2.	Kerala	Trivandrum bypass Phase-I on NH 47	Due to geotechnical problem and delay in construction of ROB — Target Dec. 2003.
3.	Punjab	Gurudaspur bypass no NH 15	Initial delay to LOC problem -Target September 2002.
4.	Uttar Pradesh -	Hapur bypass on NH 24	Initial delay in award of work — Target June 2002.

(B) List of Bridges Targetted to be Completed in Ninth Plan, but not completed

SI. No.	Name of State	Name of Bridge	Reasons for non-completion
1.	Bihar	Construction of bridge in replacement of distress and narrow bridge No. 139/4 in km. 139 of NH 30.	Initial delay in tendering. Site problem—Target Dec. 2002.
2.	Bihar	Construction of HL bridge over river Datauli in km. 129 of NH 23.	Contractual problem — Target March, 2003.
3.	Gujarat	Bridge on Upaleta -Bypass on NH-8B	To be taken up under East-West Corridor. Alignment of bypass yet to be finalized.

SI. No.	Name of State	Name of Bridge	Reasons for non-completion
4.	Himachal Pradesh	Bridge across Solding Khad on NH-22	Innovative design arch and difficult site condition. Single Span steel arch of 100 metre — target March, 2003.
6.	Himachal Pradesh	Bridge across Beas at Ramshila on NH-21	Innovative design of RCC arch Single span of 100 metre and difficult site condition. Delay in award of work — Target March, 2003.
7.	Himachal Pradesh	Bridge across Parwati on NH-21 on Kulu bypass.	Innovative design of Single span RCC Arch of 120 metre. Initial delay in award of work — Target March, 2003.
8.	Karnataka	Netravati bridge on NH 48	Problem in foundation Target December, 2002.
9.	Karnataka	K.R. Puram ROB on NH-4	Cable stayed bridge. Delay due to site problem— Target June, 2002.
10.	Kerala	Marthanda Varma Bridge on NH-47.	Delay in award of work and unprecedented monsoon. Target May, 2002.
11.	Rajasthan	Bridge across river Ghar on NH-12	Site and Contractual problem. — Target March, 2003.
12.	Uttar Pradesh	Manjhighat bridge on NH-19	Problem in foundation and land acquisition. — Target December, 2002.
13.	Uttar Pradesh	Sai bridge on NH-25	Delay due to land acquisition. — Target June, 2002.
14.	Uttar Pradesh	Yamuna bridge at Naini on NH-27	Initial delay in award of work. Cable stayed bridge. Target February, 2004
15.	West Bengal	Torsa Bridge at NH-31	Contractual problem — Target March, 2004.